

THOMAS CONQUEST IN FOREIGN FIELD

Record in New York to Paris,
Run Attracts World-
Wide Attention.

EUROPEAN MAKERS' BLUFF IS CALLED

Transcontinental Contest Arranged
to Suppress American Invasion
Defeats Its Purpose.

"You would be amazed at the evidence of world-wide interest in the Thomas New York to Paris victory which we daily receive," said E. C. Morse, commercial manager of the E. H. Thomas Motor Company, in Chicago, yesterday.

"Applications for agencies are pouring in from England, France, Italy, Belgium, Germany, Russia, Austria—all the Old World Countries—and as far south as Argentine Republic."

"Argentina is a great field for automobiles. Few people are aware of the number of individuals who acquire great wealth, or of the splendid scale of living."

Recognize American Supremacy.
"The most significant result of the New York to Paris race is the universal concession of the fact that in the Thomas car America builds as good an automobile as any country in the world. It may not be generally known, but the fact is the New York to Paris race was organized by foreigners for the simple purpose of exploiting their cars in America—to squelch American competition on high grade cars once for all by showing that our product was simply not in it with that of the Old World."

"How nearly the foreign competitors succeeded in putting their bluff over was made apparent in the fact that only one American car was entered. It is not too much to say that the automobile manufacturers of America should get together and give a vote of thanks to Edwin Ross Thomas for the maintenance of America's honor in this contest."

Will Receive Cup.

"The Thomas car was the only car to go to Alaska, even though it had to return—the only car to follow the original route—the only car to go all the way round on its power. It has been declared to be the winner beyond all question by the Paris committee and will receive the Martin's cup just as soon as the Züst—the Italian car—arrives, which will be in about three weeks."

"What is the outlook for the automobile business next year?" was asked of Mr. Morse. "Our books already show that next year will be the greatest in the Thomas history," he said. "We market 2,000 cars, the majority the light 6-cylinder. Although we have sent out no salesmen more than half the output is already contracted for."

ACME WILL ENTER VANDERBILT RACE

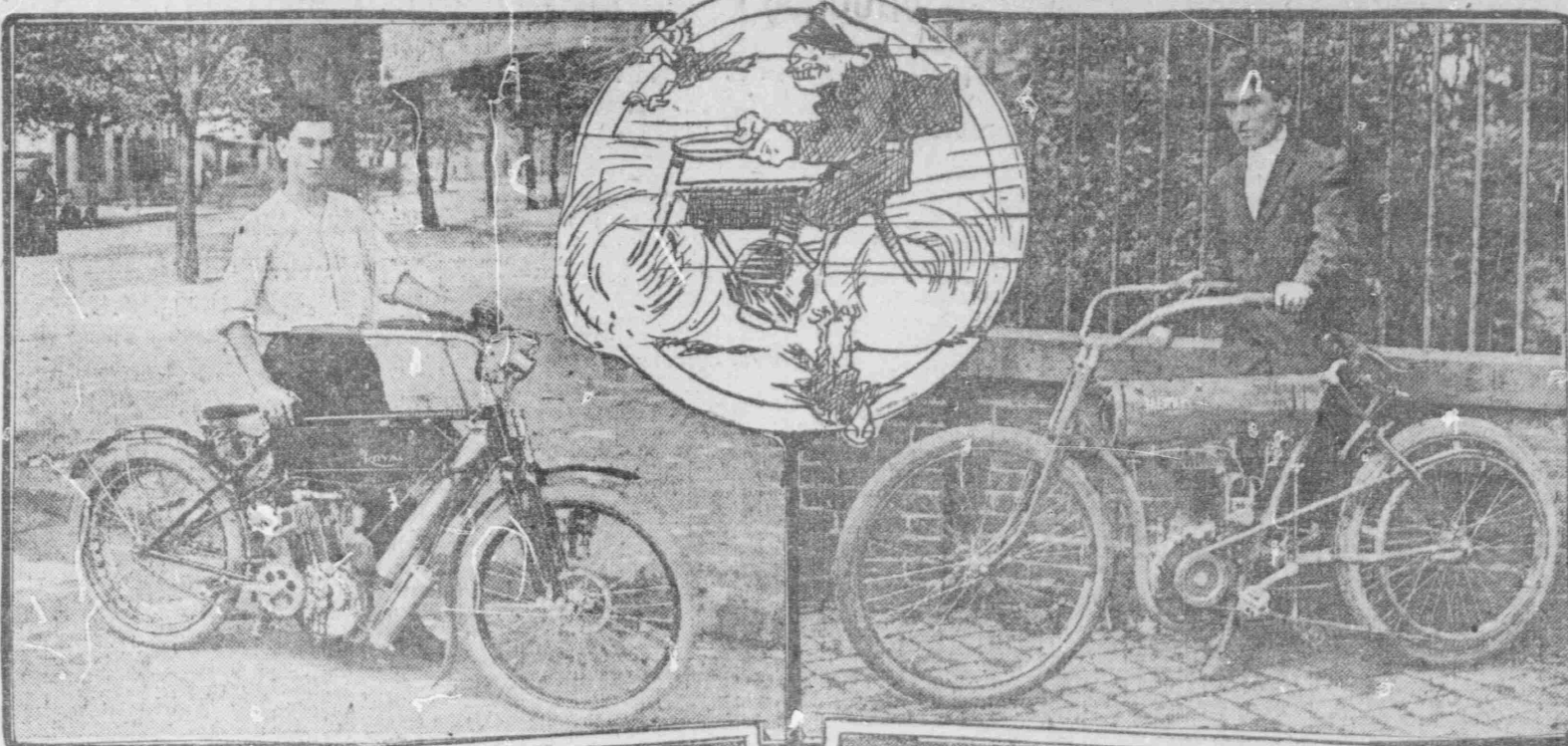
NEW YORK, Sept. 5.—The latest entrant for the elimination trials of the Vanderbilt Cup race is the six-cylinder Acme, which will be entered through one of the Pennsylvania clubs affiliated with the American Automobile Association.

Engineers at the Acme factory who are now working on the racer say it will be faster than the six-cylinder which finished third in the stock car races at Savannah last March. It is said at the Acme factory, Reading, Pa., that the car is nearly completed, so it will probably be one of the first of the racing machines to appear here for rehearsal on the new cement parkway.

WILL BE SEEN IN ACTION AT BENNING TOMORROW

WILLIAM WELLS, on Royal.

W. D. GENELLA, Jr., on Merkel.



J. A. BALTIMORE, on Light.



H. F. SEAMARK, on Merkel.

COMING EVENTS IN RACING FIELD MAKES FALL A RECORD BREAKER

Event follows event for the fall of the year. In fact, 1936 promises to be the banner year in point of competition. Five, and probably six great road races and some great track races are promised.

Lowell's 250-mile road race, September 7, will attract a record-breaking entry list and 1,000,000 people. Many prominent entries, including Al Poole and the Isotta of C. M. Hamilton have been secured. Shortly following the Lowell race comes Springfield's hill climb and then the first twenty-four-hour race in New York this year will be a record-breaking entry list.

The Philadelphia road race for stripped stock touring cars, on October 7, follows. This will be held in Fairmount Park. Another stripped stock touring car race for the J. De Mont Thompson trophy, will be held probably in the West, and closely following this will come the Vanderbilt Cup race, opening the Long Island Parkway. With the Vanderbilt Cup race completed all attention will be given to Savannah, where on the day before Thanksgiving a light car race will be held. On Thanksgiving Day the Grand Prize race with eighteen or more foreign and several American entries will be held. Fifty thousand people will be attracted to Savannah for this event.

In addition to these contests the Automobile Club of America will conduct its Fall Tour over an ideal route, and numerous clubs will promote competitive events of importance.

Prospects Brighter for Auto Meet To Be Held on Brighton Track

NEW YORK, Sept. 5.—A special committee from the Motor Racing Association of New York has arranged to have the track at Brighton Beach put in first-class condition for the big race meet September 11 and 12.

At the last Brighton Beach meet the continuous pounding of heavy automobiles over the soft loam top for twenty-four hours was responsible for much of the dust and annoyance experienced at that time. The roadbed for automobile racing should be hard and compact in order to facilitate the possibility of record speed. Where the surface is soft, ruts are soon formed which necessitate slower speed and greater precautions on the part of the driver to avoid accidents.

The match race between the Flat Cyclone and Christie cars, hitherto hinted at, is now an assured fact. The distance will probably be five miles. It is also expected that the Christie car will endeavor to lower its own track mile record.

One of the Lozier entries in the 24-hour race will be a 21-cylinder car. This is a distinct innovation, as no car with six cylinders has ever before been entered in a 24-hour contest.

The management anticipates the biggest crowd ever seen together at a track meet in this country, and to encourage a big attendance the general admission has been put at the popular price of 50 cents, grand stand seats, 50 cents extra.

The fastest cars in the world are entered. Some of the drivers of international fame will pilot the cars. Entries are coming in fast for the big 24-hour event, and now number twelve cars. The latest entries are a Züst and an Acme. As the entries will be limited to sixteen cars, the vacancies will soon be filled up.

A unique feature of the Brighton Beach meet will be the arrangement of camps for the various entrants. A special committee is in charge of this work. No cars will be given special privileges. All will have uniform treatment. The camp will be laid out in regular street with military precision. Gasoline and oil supply stations, as well as tire depots, will be located by the management at designated points where they will be capable of the greatest efficiency, and where they will not conflict with other operations.

Racing Events and Auto Shows Engross Attention of Agents and General Motoring Public.

Fall racing is close upon the automobile industry, and the manifold activities of marketing products and outlining plans for the winter campaigns are engrossing the attention of manufacturers and agents alike. The vacation conditions which have been responsible for the dullness which has been apparent lately are passing, and this month the real opening of the new season.

Under these conditions, the most optimistic feeling prevails at present.

Even the tangled racing control question is being sifted, and well-defined efforts to straighten out the tangle are being made. Representatives of both the A. L. A. M. and the A. M. C. M. A. have been considering ways and means for the reconciliation of the warring factions, with what success is not now apparent. It is the earnest hope of most of the manufacturing and selling interests that a treaty of peace may be concluded, but many of the makers of automobiles refuse to be worried over the situation, and devote their best efforts to the perfection of 1937 machines and the arrangements for fall tours, races, and the winter shows.

The Lowell road race and the twenty-four-hour race at Brighton Beach are the immediate events in the sportsman's portion of the industry, which obtain the bulk of attention just at present.

Some more or less profound comment is made from time to time upon the justice of constables using ropes or revolvers upon speeding automobiles. In every instance the assumption is made that the automobile was endangering the life and limb of other users of the highway, whereas it is well known that nearly always, when arrests are made, the motor car is not a menace, even though guilty of violating the speed regulations, because the road ahead is clear for several times the distance required for the car to come to a full stop.

Speed and safety seem to be irreconcilably in opposition, and it is of particular interest to notice that in the development of the removable rim with inflated tire, which represents the acme of convenience and time-saving in connection with tire troubles on the road, the element of safety at its highest has been combined with facility.

Two good big shows in New York and one in Chicago are now settled upon for next winter, which will be sufficient and satisfying. In spite of the standards being reached, there is promise of many interesting things among the 1938 models.

A further evidence of the extent of the motor-car craze is the way it is spreading to big and important corporations. The Westcott Express Company, in New York, is the latest to enter the field and it will equip in September with Locomotive motor cars of the same type being used by the Waldorf-Astoria and other hotels of the metropolis.

During the recent Glidden tour a proposition for a run from New York to Denver and back was broached and much discussed. It seemed to find favor. The plan as at first roughly suggested was to camp the tourists at night west of Chicago, having extraneous men, or other experts, in charge of big tents, moving them forward by train and wagons each day and having them ready at night. It was thought that the novelty of such a trip would probably attract a considerable contingent of non-contesting tourists and would at the same time afford opportunity for a more severe test than is possible through the large cities and rural speed traps of the Eastern coast.

Probably about seventy-five per cent of all motorists spend twenty per cent more for tires than they would if they kept them properly inflated. Because of this tendency on the part of owners one prominent tire maker puts an extra ply of fabric in his tire, which strengthens the side walls, where the play occurs in a tire insufficiently inflated.



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Let us demonstrate its ability to you—a demonstration that means something. Not merely a pretty exhibition on city streets, but a good stiff, all-round test up hill and down dale, and the result will surely be that you will be satisfied with nothing but the Indian.

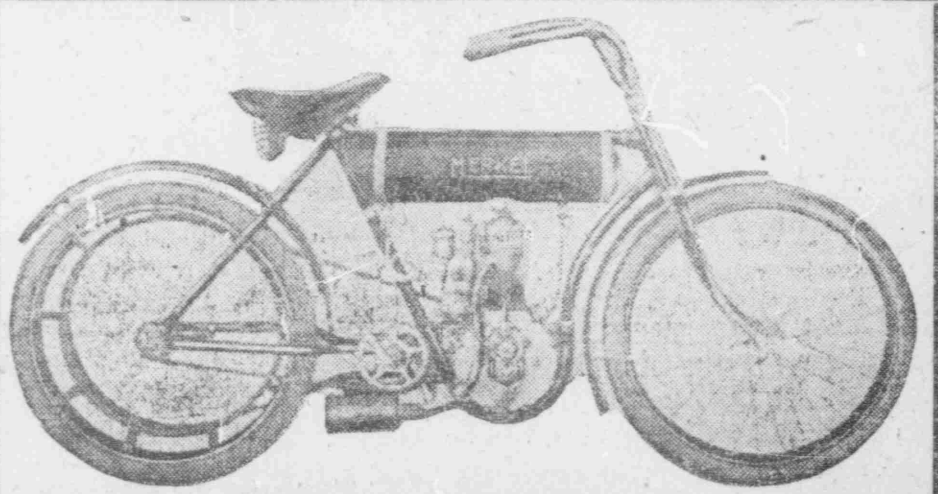
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Baker Electric Cook-Stoddard Co., 234 and P st. nw. Tel. N. 3796.	Peerless Motor Car Co., of Wash., 1315 New York ave. Tel. M. 3426.
Brush Runabout Brush-Nichols Co., 1119 C nw. Tel. N. 2943.	Pierce Arrow Cook-Stoddard Co., 234 and P st. nw. Tel. N. 3796.
Cadillac Cook-Stoddard Co., 234 and P st. Tel. N. 3796.	Pope Hartford Pope Auto Co., 817-819 14th st. Tel. M. 748.
Carter 2-Engine Carter Motor Car Corp. Munsey Bldg. Motor Car Co., 1315 N. Y. ave.	Pope Tribune Pope Auto Co., 817-819 14th st. Tel. M. 748.
Chalmers-Detroit Motor Car Co., 1315 N. Y. ave.	Premier L. D. Moore, Jr., 814 14th st. Tel. M. 6950.
Columbia Dupont Garage, 2020 M st. nw. Tel. N. 5141.	Pullman Thomas & Tolman Auto Co., 1325 L st. nw. Tel. M. 1470.
Corbin Dupont Garage, 2020 M st. nw. Tel. N. 5141.	Reo L. D. Moore, Jr., 814 14th st. Tel. Main 1320.
Detroit Electric Dupont Garage, 2020 M st. nw. Tel. N. 5141.	Regal National Garage, 1332 14th st. nw.
Elmore Elmore Agency, Vermont ave. & L st. nw. Tel. N. 7303.	Stearns LeDroit Auto Co., rear 649 Florida st. nw. Tel. N. 571.
Ford Chas. E. Miller & Bros., 1406-7 14th st. nw. Tel. N. 4170.	Stevens Duryea Motor Car Co., 1315 New York ave. Tel. M. 2426.
Franklin Cook-Stoddard Co., 234 and P st. nw. Tel. N. 3796.	Thomas Motor Car Co., of Wash., 1315 New York ave. Tel. M. 2426.
Lozier Dupont Garage, 2020 M st. nw. Tel. N. 5141.	White Cook-Stoddard Co., 234 and P st. nw. Tel. N. 3796.
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Maxwell Thomas & Tolman Auto Co., 1325 L st. nw. Tel. M. 1470.	Wood's Electric Elmore Agency, Vermont ave. & L st. Tel. N. 7303.
National National Garage, 1332 14th st. nw.	

THE MERKEL



We have never made a practice of racing. We haven't had time. "The Merkel" won its enormous popularity through its superior merits, and those merits have kept the demand at such a high pressure that we could think of nothing but how to supply it.

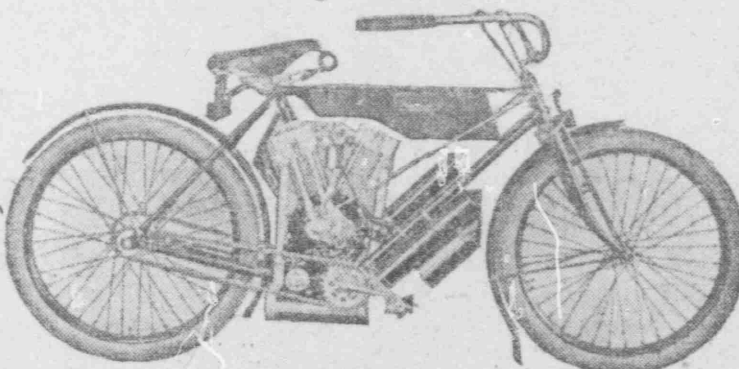
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We would like to go over it with you point by point and tell you WHY it has won its extraordinary popularity among men who have tried them all and KNOW. Then we would like to SHOW you what it will do under the most severe tests of speed, power, and endurance.

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